ONTARIO PARKS

Quetico

Management Options

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Invitation to Comment

Ontario Parks is reviewing the management plan for Quetico Provincial Park. As part of the review process, this document identifies issues and presents options for the management of Quetico Provincial Park.

You are invited to review and comment on this document. All comments will become part of the public record for the duration of the planning process. Comments will be made available for public review upon request, unless privacy is requested, pursuant to the *Freedom of Information and Protection of Privacy Act*. If you require that your name not be made public, please indicate this in your response. Remarks or requests for additional information should be submitted to the attention of:

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Your comments will be carefully considered during the preparation of the preliminary park management plan.

The MNR is collecting your personal information and comments under the authority of Ontario's *Provincial Parks and Conservation Reserves Act*. Any personal information you provide (address, name, telephone, etc.) will be protected in accordance with the *Freedom of Information and Protection of Privacy Act*, however your comments will become part of the record of consultation and may be shared with the general public. Your personal information may be used by the MNR to send you information about future MNR planning initiatives in the park area. For further information regarding this Act, please contact Rachel Hill in Fort Frances District at 807-274-8605.

Table of Contents

Introduction..... 3

Management Topics with Options 7

TOPIC 1. East Side Access to the Park 8
TOPIC 2. Aircraft Landing 10
TOPIC 3. Threshold Wilderness Zone (W3) Boundary and Associated Activities 12
TOPIC 4. Dawson Trail Campground Vision 14
TOPIC 5. Mechanized Ski Trail Grooming 15
TOPIC 6. Long-distance Backcountry Trail Development 16
TOPIC 7. Commercial dog sledding 17
TOPIC 8. Designated travel routes and campsites 19
TOPIC 9. Pickerel Lake Dam 20

Additional Management Topics to be addressed in the Preliminary Park Management Plan 22

Resource Management 22
Zoning 23
Access 23
Infrastructure 24
Resource Use 24
Cultural Resources Management 24
Recreation Management 24

Appendices

I Background to the Recreation Corridor and Atikokan-Quetico Recommendations 26
II Atikokan-Quetico Recommendations, 2005 27
III Filled Entry Quota by Year and Entry Point, 2002-2007 28
IV Ontario Parks Planning and Management Policies Activities and Facilities – Wilderness Parks 29
V Legislative and Policy Background 30

Figures

1 Adaptive Management Process 6
2 Plan Area 34
3 Regional Context 35
4 East Side Access 36
5 Threshold Wilderness Zone 37
6 Trails 38

Management Options

Introduction

Ontario Parks is seeking comments from Aboriginal people, stakeholders, and the general public to assist in the preparation of a revised park management plan for Quetico Provincial Park. We encourage you to review and provide your comments on this Management Options working document. Specifically, your preferences or ideas related to the options presented in this document would be appreciated and will be carefully considered during the development of the preliminary park management plan.

Today, wilderness parks have significant value as relatively undisturbed large examples of the province's natural heritage. As embodied in the *Provincial Parks and Conservation Act* the preservation of these areas is important for the perpetuation and natural evolution of plant and animal species and ecosystems in Ontario, and for recreation, education and research. These areas can support and retain a diversity of plant and animal species, including moose and wolves, which require large ranges to survive. Maintaining and enhancing ecological integrity is of paramount importance; visitor activity is normally confined to low-impact forms of recreation. Wilderness parks provide opportunities for exceptional low-impact recreational experiences with challenge, solitude and total immersion into the natural and/or cultural heritage of Ontario.

Quetico Provincial Park encompasses 4758 km^2 (475 782 hectares) of rugged Canadian Shield with numerous lakes and streams (Figure 2). The park occupies a zone of transition between the boreal forests to the north, the mixed forests to the south and the Great Plains forests to the west and southwest. The park's abundant waterways, rich cultural history, wild undeveloped landscape and relative lack of mechanized travel, all contribute to its reputation as an area of unparalleled wilderness canoeing opportunity.

The Plan Review Process

The initial Quetico Provincial Park Master Plan was approved in 1977. The approved plan provided an expression of how the government intended to develop and manage the park over a period of time. Reviews of the 1977 plan were undertaken in 1982, and in 1988, to ensure that the park management plan remained current and relevant and to address specific issues. A major amendment proposal by the Lac La Croix First Nation was initiated in 1992 which resulted in the Lac La Croix Agreement of Co-existence and the Revised Park Policy (1995), which represents the current management plan for Quetico Provincial Park.

Plan reviews are undertaken to assess the relevance of the content of the current park management plan[1]. Reviews entail the re-assessment of all aspects of the original plan including park objectives, zoning, resource stewardship, development and operations. A park management plan review requires comprehensive planning and public consultation. For Quetico Provincial Park methods of consultation include advisory groups, open houses, Environmental Registry postings and direct notices to interested and affected parties. This also includes consultation with and participation by locally affected First Nations.

Management planning discussions will recognize existing Aboriginal uses, and the aspirations of the Lac La Croix First Nation to achieve economic and employment opportunities associated with the park.

[1] With the passage of the new Provincial Parks and Conservation Reserves Act, examinations of plans are required every 10 years to determine the need for a review.

Additional direction for participation by the Lac La Croix First Nation management planning is provided in the Agreement of Co-existence (1994).

Where are we in the park management plan review process for Quetico Provincial Park?
Currently, we are at the third stage of the park management planning process for Quetico Provincial Park. This management options document is the first to provide information on possible management policies for the park. In developing the management options, the planning team does not start with a blank slate. Options must:

- conform to the Provincial Parks and Conservation Reserves Act,
- conform to policy direction for the park class (identified in documents such as Ontario Provincial Parks: Planning and Management Policies, 1992 and Crown Land Use Policy Atlas (CLUPA),

Management Planning Process & Timelines

Stage 1 - Terms of Reference – released July 17, 2006 for **97** day review

Stage 2 - Background Information - released August 29, 2007 for **45** day review

► **Stage 3 - Management Options** – released August 16, 2010 for **60** day review

Stage 4 - Preliminary Park Management Plan – tentative Fall 2011 for **60** day review

Stage 5 - Approved Park Management Plan – tentative Spring 2012 public release

To date, the plan review process has consisted of the release of two documents:

1. An Invitation to Participate and Opportunity to Inspect the Terms of Reference for the plan review were released on July 17th, 2006. The Terms of Reference provided the rationale for initiating a planning process and identified the staff, resources and key steps required for the preparation of a revised management plan for the park.

2. A Background Information document was released for review on August 29th, 2007. This document provided information about the park's natural, cultural and recreational features, as well as a preliminary identification of topics to be addressed during the plan review process for Quetico Provincial Park.

Both of the documents can be accessed on-line at the Ontario Parks website:
http://www.ontarioparks.com/english/quet_planning.html.

Hard copies of these documents are also available by contacting the park office at:
Phone (807) 597-5018 / FAX (807) 597-6185
queticoplan@ontario.ca

Objectives and Principles for Provincial Parks
The *Provincial Parks and Conservation Reserves Act* (PPCRA) contains provisions concerning objectives and ecological integrity that will be addressed during the management planning and management of the park.

Ontario Provincial Park Objectives
s. 2. (1) The following are the objectives in establishing and managing provincial parks:

> *1. To permanently protect representative ecosystems, biodiversity and provincially significant elements of Ontario's natural and cultural heritage and to manage these areas to ensure that ecological integrity is maintained.*
>
> *2. To provide opportunities for ecologically sustainable outdoor recreation opportunities and encourage associated economic benefits.*
>
> *3. To provide opportunities for residents of Ontario and visitors to increase their knowledge and appreciation of Ontario's natural and cultural heritage.*
>
> *4. To facilitate scientific research and to provide points of reference to support monitoring of ecological change on the broader landscape.*

Planning and Management Principles
s. 3. The following principles shall guide all aspects of the planning and management of Ontario's system of provincial parks and conservation reserves:

> *1. Maintenance of ecological integrity shall be the first priority and the restoration of ecological integrity shall be considered.*
>
> *2. Opportunities for consultation shall be provided.*

Ecological Integrity
s. 5. (2) Ecological integrity refers to a condition in which biotic and abiotic components of ecosystems and the composition and abundance of native species and biological communities are characteristic of their natural regions and rates of change and ecosystem processes are unimpeded.

Same
(3) For the purpose of subsection (2), ecological integrity includes, but is not limited to,
a. Healthy and viable populations of native species, including species at risk, and maintenance of the habitat on which the species depend; and
b. Levels of air and water quality consistent with protection of biodiversity and recreational enjoyment.

Ecological Integrity for Quetico Provincial Park
Ecological integrity has many aspects and is difficult to measure. Science has provided us with a good level of understanding of ecosystem structure, composition, and function. However, it is acknowledged by scientists that ecosystems are complex, constantly changing and still not fully understood. This is true of the ecology of Quetico Provincial Park, where we are continually obtaining new information.

This represents a significant challenge for park managers who must work with incomplete ecological information during the preparation and implementation of a park management plan. These conditions warrant an adaptive management approach. By developing and monitoring indicators of management

effectiveness, park managers can assess the effectiveness of management actions toward maintaining or enhancing ecological integrity. Management strategies can then be redesigned and adapted to reflect new information in a timely manner to limit negative impacts to park ecological integrity.

Adaptive Management:
Adaptive management (Figure 1) is a practical approach to improving resource management. This approach means that there is a process in place for implementing resource management decisions, monitoring and evaluating the outcomes, and using the information to continually improve management direction.

Quetico Provincial Park is part of the larger landscape and, because of this, will always be affected by forces beyond the control of Park Managers (e.g. climate change, acid rain, activities on Crown land, etc.). Consequently, management must strive to achieve the best possible balance between management for ecological integrity and human enjoyment of the park.

Consistent with the *Provincial Parks and Conservations Reserves Act* management direction will aim to maintain the current state of ecological integrity and to enhance ecological integrity where opportunities exist.

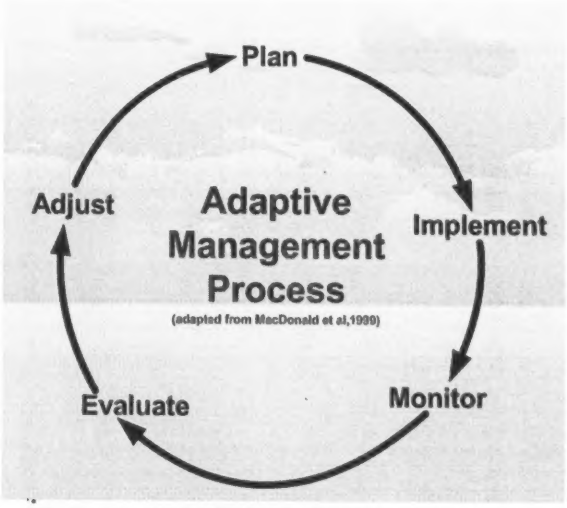


Figure 1: Adaptive Management Process

What is the role of Quetico Provincial Park in protecting Ontario's biodiversity?
In 2005, the provincial government released "Protecting What Sustains Us ~ Ontario's Biodiversity Strategy". This document sets the stage for protecting Ontario's biodiversity through a number of strategies. Biodiversity is an important component of ecological integrity in Quetico Provincial Park. The management options document reflects the principles and strategies laid out in "Protecting What Sustains Us". It adopts policies that are consistent with broader provincial objectives and addressing specific local needs.

Biodiversity:
Biological diversity or biodiversity refers to the variety of life, as expressed through genes, species and ecosystems that is shaped by ecological and evolutionary processes (*OMNR, Ontario's Biodiversity Strategy, 2005).*

We encourage you to read more about biodiversity principles, threats and the strategies to protect biodiversity in Ontario. The document is available at the following website: www.mnr.gov.on.ca/MNR/biodiversity/

What are you being asked to provide comments on right now?

In the previous consultations for Quetico Provincial Park, the public identified a number of "management topics" that the management plan review needs to address. These topics are addressed in this document in the following ways:

1. For topics where there appear to be two or more distinctly different management approaches that are feasible (consistent with park policies, PPCRA, etc.), policy options are proposed in this document. Each topic includes a first option of maintaining the direction at the current level as identified in Quetico Park Management Plan (1995), which is consistent with provincial park policy, and which meets minimum park operating standards. Other options are included that address ecological integrity in order to present alternative ways of meeting multiple objectives as provided in the PPCRA.

2. For topics where there is generally only one approach which is feasible (consistent with park policies, PPCR Act, etc.), a policy direction will be proposed in the next stage of the plan review process. These topics are listed briefly at the end of this document and will be presented in greater detail in the preliminary park management plan.

Please provide comments on your preferences for the options identified in this document. To assist you, we have provided a separate comment sheet where your input may be summarized and then submitted. If you have suggestions for other ways of dealing with a particular topic, please provide those as well. Please note, however, that any new options presented will be screened to ensure that they are consistent with provincial park policy and the *Provincial Parks and Conservation Reserves Act* prior to being considered as a possible management solution.

This opportunity to provide your comments on the management options document is being made available to persons on our Quetico Provincial Park participants' mailing list, as well as to the general public, through media advertisements and the Environmental Bill of Rights Registry # PB06E2023 which can be accessed at the following link: http://www.ene.gov.on.ca/envregistry

Management Topics with Options

This section contains management options for several topics and is the focus of public review at this stage in park management planning. Discussion of these topics includes a brief background of each topic including a broad assessment of known and potential impacts to park values, and is then followed by the presentation of possible management policies (options) to address the topic. The gray shaded boxes that accompany each topic provide the current direction as presented in the document called, Revised Park Policy (1995), as well as the potential impacts and benefits for the reader's consideration. Legislative and policy background for each topic are provided in Appendix V. Options begin with the status quo alternative when possible and the Ontario Parks' preferred alternative is also identified. In some cases the topic is not addressed by current policy (e.g. dog sledding) so the status quo is not identified.

The potential effects (impacts and benefits) of the management options are estimated using the following system:	
Severity of Effect **H = High** **M = Medium** **L = Low**	**Impacts and Benefits** **+ = Positive Effect** **- = Negative Effect** **Nil = No Effect** **Unk = Unknown Effect**
Impacts and benefits are estimated accordingly throughout: -H, -M, -L, Nil, Unk, +L, +M, +H	

• A "unk" would be assigned where the effects are unknown.

• A "low" net effect would be assigned where there is a high degree of certainty that the effect has minimal significance.

• A "medium" net effect would be assigned where there may be reasonable certainty about the potential effects and where effects may be significant in combination with other medium and high net effects.

• A "high" net effect would be assigned where there may be a high level of certainty that a significant effect will occur, or a low level of certainty about one or more effects and a need for further evaluation and exploration of mitigation options. One or more "high" negative net effects may result in a decision to seek other ways of resolving a problem or meeting project objectives.

Several of the following options have been identified by the Township of Atikokan as a way of better linking the town to Quetico Provincial Park in order for Atikokan to derive greater economic benefit from the park. You are encouraged to refer to Appendices I – III in this document for more information. As well, the full consultants' report is available online at: www.atikokaninfo.com *(see Final Report of Northwoods Adventure Country Management Plan, 2004* or under Quick Links-Master Plan for Recreation Corridor).

TOPIC 1. East Side Access to the Park

Access to Quetico Provincial Park from the east side of the park is through the Mack Lake entry point, which entails a fly-in to Clay Lake just outside of the park, and a paddle down Greenwood Creek into the park. In recent years low water levels have prevented travel down Greenwood Creek. Since 2006, as an interim measure pending management plan completion, the park superintendent has allowed an alternate fly-in directly to Mack Lake during low water periods only. The current daily entry quota for Mack Lake is 3 permits. An entry permit is required to enter the park, and a daily quota system is in place to control park entry. In the past 3 years, 13% of the quota has been filled on average each day, which includes flights landing both outside and inside the park (see Appendix III for quota statistics). There are no plans to increase the quota for the Mack Lake entry point. Removing commercial aircraft landing within the park (i.e. from Mack Lake) may reduce the potential negative ecological impacts associated with this activity. However, this would potentially reduce recreational opportunities and may have negative economic impacts.

When Greenwood Creek is navigable it can be retained as a route to gain access to the park.

An improved entry point adjacent to the eastern boundary of the park has been proposed by local outfitters and the Township of Atikokan and was previously identified in the Quetico Park Policy (1995) (i.e. approved management plan). This topic presents options for implementing this policy (see box below).

On the east side of Quetico road access is at present restricted under the Dog River-Matawin Forest Management Plan, and enforced under the *Public Lands Act*. If the access to the east side of the park is changed, the Dog River-Matawin Forest Management Plan (FMP) and Crown Land Use Policy Atlas (CLUPA) would need to be amended to indicate what areas would no longer be managed for remoteness (i.e. where access to the park would be permitted). Signs prohibiting access to the park would have to be removed or changed.

Management direction is required to provide and control public access on the east side of the park. See Figure 4 for access options.

Current Quetico Park Policy (1995)

6.2 Access Zones – Development of an Eastern Entry Station will not be undertaken until such time as demand warrants and a feasible site can be determined.

Discussions with interested Canadian outfitters will occur to see if mutually suitable aircraft landing sites on the periphery (particularly the east side) of the park can be found. A small portion of the existing entry quota could be allocated to these locations.

The further designation or improvement of access will be contingent upon:

- Site selection, and
- Visitor use.

Known and potential impacts and benefits associated with improved east side access:

- Potential increases in daily entry quota filled **+L**
- Alternative to aircraft landings from Mack Lake **+L**
- Opportunity for increased Canadian access to the park **+L**
- Easier access to the east side of the park with more route options **+L**
- Potential impacts on water quality from increased use **-L**
- Potential for the introduction of exotic/invasive species via canoe hulls **Unk**
- Change to remote access designation/management intent adjacent to park **-L**
- Potential disturbance of wildlife **-L**
- Improved angling opportunity **+L**
- Potential increased pressure on fishery **-L**
- Potential impacts to Wawiag wetlands from increased use of waterway route **-L**
- Potential for unauthorized access/activities **-M**

OPTION 1: No new access is created on the eastern boundary of the park. Aircraft may continue to land on Clay Lake, or Mack Lake during periods of low water as permitted by the park superintendent. This is the status quo option.

OPTION 2: No new access is created on the eastern boundary of the park. The Mack Lake entry location will be changed to Cullen Lake via the portage from Ross Lake (most recently maintained in 2008). Aircraft will not be permitted to land on Mack Lake but will land instead outside of the park on Ross Lake. Mack Lake aircraft landing will be removed from regulation.

OPTION 3: New access is created on the eastern boundary of the park. The Mack Lake entry location will be changed to the Wawaig River. New road access will be created at the Wawiag River from existing logging roads (upon agreement with the Sustainable Forest License holder regarding road liability/maintenance). Based upon preliminary discussion with the Sustainable Forest License holder use and access to the road should not pose a problem. The access point will include a parking lot and a portage located outside of the park. Mack Lake aircraft landing will be removed from regulation. The remote access designation would not be changed. This is the preferred option.

TOPIC 2. Aircraft Landing

Traditionally, aircraft have landed on the periphery of Quetico at designated access points in the park for the purposes of commercial outfitting to drop off or pick up canoeing parties engaging in canoe camping, fishing and sight-seeing as well as for fly-in fishing opportunities, associated with the Lac La Croix Guides Association. Designated access points for commercial outfitting include Mack Lake, Beaverhouse Lake, Cache Bay (Saganagons Lake) and Basswood Lake (King Point); landings at the latter two locations were for trial periods to monitor market viability, usage and impacts. Aircraft landings associated with the Lac La Croix Guides Association include the following lakes on a rotating basis of **one** lake per year: Beaverhouse Lake, Quetico Lake, Cirrus Lake, Wolsley Lake, Tanner Lake, Minn Lake, McAree Lake, Crooked Lake, Basswood Lake, Iron Lake, Badwater Lake, Poohbah Lake, Roland Lake, Middle Roland Lake, Omemee Lake, Cub Lake, Bearpelt Lake, Bottle Lake, Wicksteed Lake, Darkwater Lake.*

Aircraft can also land on waters outside of the park to disembark parties holding valid park entry permits. Lakes outside of the park currently used for this purpose include Lac La Croix, Nym Lake, Clay Lake, and Saganaga Lake (outside of park). No permit is required to land aircraft on waters outside of the park.

Private or commercial aircraft may land by permit on Batchewaung (2 locations) and Saganaga Lakes for access only to private tenured, properties; as per *Ontario Regulation 346/07 Mechanized Travel In Wilderness Parks (See below, as well as appendix V)*. This access will continue to be provided by regulation and is not discussed as an option below.

In the past 2 years, 2% of the King Point fly-in quota has been filled on average each day. Over the past 5 years, 4% of the Cache Bay fly-in (Canadian resident only) quota has been filled on average each day.

Aircraft landings required to facilitate day-use guiding by a member of the Lac La Croix Guides Association will continue on **one of the designated lakes each year (sometimes Beaverhouse Lake), according to the Implementation Policy of the Agreement of Co-existence (1994). An eventual phase out of power boat and aircraft use for guiding by the Lac La Croix Guides Association within the motorized guiding zone W2 is one of the commitments in the* Agreement of Co-existence *(1994).*

These demonstrate a very low use of this opportunity (see Appendix III for quota statistics). Aircraft landing designation at Beaverhouse Lake is no longer essential due to the presence of an access road to the lake and an upgraded parking area (reconstructed 2007), built after fly-in access was designated.

Current park policy (1995) identified a goal of removing aircraft landings from within the park to outside the park boundary to enhance the wilderness experience for park users.

Management direction is required to control aircraft landing access to the park and determine on which lakes aircraft would be allowed. Seasonal restrictions may be warranted.

Known and potential impacts and benefits associated with aircraft use:

- Access to the south end of the park for Canadian residents **+M**
- Access to the south end of the park for Canadian outfitters to service canoe parties **+M**
- Economic benefit to outfitters **+M**
- Conflicts with other users (e.g. reduced quality of experience, public safety regarding landings/takeoffs) **-L**
- Noise, water and air pollution (fuel spills / leakage) **–L**
- Introduction of exotic/invasive species via pontoons and bilge water **Unk**
- Disturbance of wildlife, impacts to fishery **Unk**

Current Quetico Park Policy (1995)

8.1 Recreation Management – In keeping with its wilderness ideal, the recreational use of all mechanical forms of transportation will be ultimately prohibited. This ban includes motor powered watercraft, airplanes, snowmobiles and all-terrain vehicles.

Beaverhouse Lake Entry Station will continue to be utilized as an aircraft landing location in the park. For a five year trial period, Cache Bay Entry Station will also be utilized as an aircraft landing location. Impacts on the resource and other park users will be monitored and assessed. During this time period Canadian outfitters may conduct a market analysis to determine the future viability of this service. At the end of the trail period the results will be used to determine whether Cache Bay should continue to be used as an aircraft landing location.

OPTION 1: Commercial aircraft may land by permit for recreation purposes only on the following (3) bodies of water (open or frozen): Beaverhouse Lake, Basswood Lake (King Point), and Mack Lake. Commercial aircraft carrying Canadian residents holding a Canadian resident permit only may land by permit for recreation purposes only on Saganaga Lake (Cache Bay). Private or commercial aircraft may also land by permit for access only to private properties and tenured land on lakes not included in the preceding list. This would formalize the fly-in trial periods on Cache Bay and King Point. <u>This is the status quo option.</u>

OPTION 2: Commercial aircraft landing on <u>Beaverhouse Lake will no longer be permitted</u>. The other commercial aircraft landings as described above in Option 1 (Basswood Lake, Mack Lake and Saganaga Lake (Cache Bay) will continue to be permitted. Aircraft may land on lakes (open or frozen) by permit for access to private properties and tenured land only.

OPTION 3A: Commercial aircraft landing on <u>Beaverhouse Lake and Mack Lake will no longer be permitted by anyone</u>, except for park management purposes or to provide emergency services. The other commercial aircraft landings as described above in Option 1 (Basswood Lake and Saganaga Lake

(Cache Bay) will continue to be permitted. Aircraft may land on lakes (open or frozen) by permit for access to private properties and tenured land only.

OPTION 3B: This option is the same as 3A except, landing would be permitted only by Canadian residents and Canadian outfitters/independents, subject to a change in regulation (O. reg. 346/07 Mechanized Travel in Wilderness Parks). Aircraft may land on lakes (open or frozen) by permit for access to private properties and tenured land only. This is the preferred option.

OPTION 4: All commercial aircraft landings in the park will no longer be permitted (Beaverhouse Lake, Mack Lake, Basswood Lake and Cache Bay). Aircraft may land on lakes (open or frozen) by permit for access to private properties and tenured land only.

TOPIC 3. Threshold Wilderness Zone (W3) Boundary and Associated Activities

A new wilderness zone designation is proposed for a small area around the Dawson Trail campground and French Lake access zone to support the provision of threshold wilderness activities and wilderness skill development. Activities and facilities that may be permitted in this wilderness zone include day-use hiking and classic style cross-country skiing, shoulder season and summer backcountry hiking, mountain biking, semi-permanent warm-up tents (canvas prospector-style tents with a woodstove which require a wooden platform base), commercially outfitted dog sledding and designated walk-in or canoe-in campsites. (See Appendix IV for the permitted activities table).

The threshold wilderness zone will be managed to give an experience of the Quetico's vast wilderness interior, but in a more structured manner. What this means is that trails would be wider, directional signs would be used, wet areas could be board-walked, winter trails packed and popular picnic spots could have fire rings. Mechanized trail grooming for classic style cross-country skiing will be permitted on specified trails in the proposed threshold wilderness zone. The role of the threshold wilderness zone would be to give young families, older adults, people without wilderness travel skills and those seeking a shorter less challenging trip, with a chance to get a sense of what Quetico's interior has to offer. This will help to build local and regional support and a future market base for the park's wilderness values, and to provide public service to a wider community.

Current park policy states that back-country (those areas in which there are no permanent, improved, or maintained access roads or facilities) hiking opportunities will be developed in response to user demands and within the constraints imposed by the resource base. Self-directed back-country skiing in the interior of the park (which does not require trails or grooming) has always been a permitted activity in Quetico. Further expansion of the current trail system is being considered to encourage front-country day-use hiking and skiing as well as long–distance backcountry hiking opportunities (see issue 6).

Management direction is required to delineate the threshold wilderness zone boundary and to determine appropriate activities and any associated development to facilitate new/expanded activities in this wilderness zone. See Figure 5 for threshold wilderness zone size options.

Current Quetico Park Policy (1995)

6.0 Park Zoning – Two types of zones have been employed to guide management within Quetico – namely central wilderness zones and peripheral access zones.

6.1 Wilderness Zones – The wilderness zones occupy all but about 250 ha of Quetico's approximately 475,819 ha. The opportunities available within the wilderness zones comprise the *raison d'être* of the park.

6.2 Access Zones – Quetico is served by six entry stations. Beaverhouse Lake, French Lake and Nym Lake provide northern entry opportunities and are accessible by road.

- **French Lake** will maintain its present status as an access zone with limitations on further improvements or the introduction of new programs.

Known and potential impacts and benefits associated with a new threshold wilderness zone:

- More opportunity for day-use winter recreation **+M**
- More opportunities for day-use and shoulder season recreation **+M**
- Better trail condition from mechanized trail grooming **+M**
- Defined area for threshold wilderness recreation opportunities (education, skill development, etc) **+M**
- More opportunity for land-based recreation and camping **+ L**
- Increased park revenues **+L**
- Benefits to local service providers **+L**
- More recreation facilities provided (e.g. trails, canvas tents, walk-in campsites) **+L**
- Disturbance of wildlife by new, and increased intensity of activity **-L**
- Soil compaction **-L**
- Impact to wildlife (feeding, improper storage of food and/or improper waste disposal, creating nuisance situations) **-L**
- Noise and air pollution, fuel spills from mechanized trail grooming with snowmobiles **-L**
- Introduction of exotic/invasive species **-L**
- Litter/garbage **-L**
- Human-caused wild fires **-L**

OPTION 1: The zone will encompass the shoreline of French Lake and the waters of French Lake (excluding the Dawson Trail campground and French Lake access zone) to a distance of 60m from the shore, extending east to the north bank of the French River, extending west to the Pines on Pickerel Lake from Baptism Creek, and south from the Pines to Sawmill Lake on a southeasterly bearing of **63°** as shown in Figure 5. The size of the zone will be set at 1993 hectares. This represents less than 1% **(0.40%)** of the total area of the park. This is the preferred option.

OPTION 2: The zone will encompass the shoreline of French Lake and the waters of French Lake (excluding the Dawson Trail campground and French Lake access zone) to the northern park boundary, and extending east along this boundary to the north bank of the French River, and south to the intersection of the French River and Baptism Creek, and west to the outlet of the Pickerel River into Pickerel Lake, as shown in Figure 5. The size of the W3 zone will be set at 2011 hectares. This represents less than 1% (**0.40%**) of the total area of the park.

OPTION 3: The zone will encompass the shoreline of French Lake and the waters of French Lake (excluding the Dawson Trail campground and French Lake access zone) to a distance of 60m from the shore and extending east to the north bank of the French River, and south to the east bank of Baptism Creek, as shown in Figure 5. The size of the zone will be set at 920 hectares. This represents less than 1% (**0.18%**) of the total area of the park.

TOPIC 4. Dawson Trail Campground Vision

In the past, French Lake served as park headquarters with facilities for park maintenance, administration and staff accommodation. The existence of the Dawson Trail campground predates the development of management direction for Quetico Provincial Park in the 1970s (the 1977 Park Master Plan). According to Ontario Provincial Parks Planning and Management Policies for wilderness parks, access zones are permitted but only for small scale car-campgrounds with basic facilities and are intended to serve as staging areas. Development zones containing intensive development such as campgrounds and day-use areas are not permitted. The area around the Dawson Trail campground constitutes the access zone.

Over the years, the development has included electrification of campsites, comfort stations with shower and laundry facilities, the park visitor centre, staff housing, trails etc., without exceeding the general area historically occupied by the campground (i.e. the footprint).

Management direction is needed in defining the long term vision and associated development for Dawson Trail campground. Some of the impacts to be considered are carrying capacity of the site, noise levels, fire restrictions, and damage to vegetation (soil compaction, cutting of trees).

Current Quetico Park Policy (1995)

9.5.1 French Lake Access Zone – The Dawson Trail campground on French Lake has traditionally provided opportunities for car-camping and day-use activities. These facilities contribute towards the principal park objectives of recreation and heritage appreciation by providing a facility base for educating park visitors about the values of wilderness to society and by providing opportunities for threshold wilderness experiences. Contributions to the secondary tourism objective of Quetico will be achieved by:

- Upgrading facilities to enhance visitors stay, and in turn attracting new visitors and increasing the average length of stay.
- Marketing services and attractions in the entire Atikokan area which includes the town, Highway 11 and adjacent areas. Emphasis will be on encouraging park visitors to discover and experience area attractions outside the park.

Special needs visitors will be encouraged to participate fully in threshold wilderness experiences. This opportunity will be explored in co-operation with those groups and organizations who serve special needs clientele.

Where necessary, improvements will be undertaken to ensure public access, health and safety as well as environmental protection. Development will be limited to facilities which enhance visitor experiences without expanding campground or day-use capacity, and with due regard for the parks wilderness character.

OPTION 1: The Dawson Trail campground area will be managed in keeping with the character of Quetico, which may include non-mechanized recreation such as natural heritage education, hiking, cross-country skiing, skijoring (skiing while pulled by a dog), mountain biking (in designated areas), as well as providing staging for day trips and short overnight trips into the interior. A limited number of sites may have electrical hook-ups added up to a maximum 40% of sites, or be enlarged or merged to accommodate larger (over 32') recreational camping units (RVs) and the associated spur/back-in/pull-through areas, as demand warrants. This is the status quo option.

OPTION 2: The Dawson Trail campground area will be managed in keeping with the character of Quetico, which may include non-mechanized recreation such as natural heritage education, hiking, cross-country skiing, skijoring (skiing while pulled by a dog), mountain biking (in designated areas), as well as providing staging for day trips and short overnight trips into the interior. The existing 107 camp sites within the Dawson Trail campground will be maintained. No additional campsites will be created, enlarged or electrified. Dawson Trail Campground will continue to be managed as described above in option 1. Dawson Trail campground will not emphasize development to accommodate the very large recreational camping units (RVs).

OPTION 3: The Dawson Trail campground area will be managed in keeping with the character of Quetico, which may include non-mechanized recreation such as natural heritage education, hiking, cross-country skiing, skijoring (skiing while pulled by a dog), mountain biking (in designated areas), as well as providing staging for day trips and short overnight trips into the interior. The number of campsites within the Dawson Trail campground may be increased by a maximum of 20 sites (to a maximum of 127 sites) as need/demand warrants; some of these new campsites may be created for walk-in camp sites, canvas tents, or yurts. A limited number of these new sites may be created to accommodate larger (over 32') recreational camping units (RVs) and the associated spur/back-in/pull-through areas, as demand warrants. A limited number of sites may have electrical hook-ups added up to a maximum 40% of sites, as need/demand warrants. Dawson Trail Campground will continue to be managed as described above in option 1. A group campsite may be developed as demand warrants. This is the preferred option.

TOPIC 5. Mechanized Ski Trail Grooming

Trail grooming manipulates snow for recreational uses such as classic style Nordic skiing. Grooming involves using a snow groomer vehicle (in the case of Quetico a snowmobile) and towing the associated compacting and track setting equipment. The first pass of the groomer flattens/packs the snow base and the second pass sets the parallel tracks. New snowfall requires that the process be repeated. In recent years trail grooming has occurred approximately ten times per season.

Management direction for mechanized grooming of single-track trails for front-country classic style skiing in the proposed threshold wilderness zone in and around French Lake needs to be determined.

Known and potential impacts and benefits associated with mechanized trail grooming:

- Increased park revenue **+L**
- Easier, more enjoyable conditions for cross-country skiing **+L**
- Easier trail conditions for novice skiers **+L**
- Unauthorized use of trails for mechanized recreation (i.e. ATV, snowmobile) **-L**
- Loss/ fragmentation of habitat from trail use (wildlife disturbance) **-L**
- Conflicts with other users, such as persons using snowshoes on trails **-L**
- Noise and air pollution from snowmobile use **-L**
- Soil, water contamination from fuel spills, leaks from snowmobile use **–L**

OPTION 1: Mechanized trail grooming (dragging and track-setting) will occur within the present footprint of cross-country ski trails as presented previously in **Topic 3, Option 1**. This would include the trails within the Dawson Trail campground as well as The Pines, Sawmill Lake and French River Trails. This is the preferred option.

OPTION 2: Mechanized trail grooming (dragging and track-setting) is limited to existing cross-country ski trails within the access zone as presented previously in **Topic 3, Option 3**. This would follow the trails within the Dawson Trail campground and would include the French River Trail.

OPTION 3: Mechanized trail grooming (dragging and track-setting) is limited to the campground roads.

TOPIC 6. Long-distance Backcountry Trail Development

Quetico currently has a small network of trails in the vicinity of the Dawson Trail campground, for hiking, snowshoeing, and cross-country skiing within and outside of the campground using existing trails and a network of abandoned logging roads in the northeast sector of the park. Some of these abandoned roads were used and maintained as backcountry hiking trails in the 1970s and early 1980s; however these have not been maintained since the mid 1980s and have largely grown in. Many of these were constructed for use as winter logging roads and therefore were built in flat, low, wet areas not suitable for travel during the rest of the year. Current park management direction states that back-country hiking opportunities will be developed in response to user demands and within the constraints imposed by the resource base.

Further expansion of the current trail system is being considered to encourage backcountry hiking, snowshoeing, and skiing opportunities, in the north and northeast sectors of the park. The rolling topography of ridges and valleys in the northeast corner of the park and the relative lack of lakes and rivers make it ideal hiking trail development. Activities under consideration are shoulder season and summer backcountry hiking, and backcountry skiing (i.e. no mechanized grooming) in the wilderness zone. Any new trails would be considered under the Class Environmental Assessment for Provincial Parks and Conservation Reserves that would include public consultation.

Management direction is needed to determine if development of long-distance trails (e.g. for back-country hiking and skiing) is consistent with Quetico's objectives (see Figure 6).

Current Quetico Park Policy (1995)

9.4 TRAILS - Back-country hiking opportunities will be developed in response to user demands and within the constraints imposed by the resource base. Criteria for the selection of trail routes may include:

- Opportunities for wildlife viewing;
- Avoidance of contact and possible conflict with canoeist groups;
- Access to features of interpretive or aesthetic value;
- Avoidance of areas where site fragility is an over riding consideration;
- Utilization of old roadway corridors.

Trails will consist of a primitive, single file path designed to provide the user with an interesting and varied hiking experience. The condition of the trails and their degree of use will be monitored so that timely decisions can be made with regard to facility maintenance and user control. Appropriate trail development and maintenance will include such procedures as brushing and the construction of log causeways. Primitive bridge construction may be permitted, but only in exceptional circumstances. Management of trail-related campsites will be guided by the same principles as those governing the management of waterway-related campsites.

Known and potential impacts and benefits associated with backcountry trail development:

- More opportunity for land-based recreation and back-country camping **+L**
- More opportunity for shoulder season (spring and fall) recreation and associated economic benefits to local outfitters, businesses, and the Township of Atikokan **+L**
- Increased park revenue **+L**
- Loss/ fragmentation of habitat from trail use (wildlife disturbance) **-L**
- Disturbance of wildlife **-L**
- Creation of corridors that effect predator-prey relationships **-L**
- Habitat fragmentation **-L**
- Loss of habitat **-L**
- Introduction of exotic/invasive species **-L**
- Soil compaction **-L**
- Impact to wildlife (feeding, improper storage of food and/or improper waste disposal, creating potential human-wildlife conflicts **-L**
- Human-caused wild fires **-L**
- Litter/garbage **-L**
- Potential for unauthorized access/activities **–L**

OPTION 1: No long distance trail development is permitted.

OPTION 2: Long distance trail development (maximum tread width 1.5 – 2 meters) is only permitted on the network of abandoned logging roads (many of which have grown in) suited to hiking in the NE corner of the park (those previously used as hiking trails).

OPTION 3: New long distance trail development (maximum tread width 1.5 - 2 meters) is permitted anywhere in park where it is appropriate and does not conflict with other park uses, but the focus will be on trail development in the NE corner of the park on elevated terrain. <u>This is the status quo and preferred option.</u>

TOPIC 7. Commercial dog sledding

Dog sledding is not an activity addressed by Ontario Provincial Parks Planning and Management Policies in general or by Quetico Park Policy specifically.

A dog sled is a sled pulled by several sled dogs attached with harnesses and lines, for travel over ice and through snow. Numerous types and sizes of sleds can be used, depending on their function. The gangline (or towline), is a single line to which dogs are attached usually in tandem, and is used for forested areas and / or narrow trails. Travellers in deep snow conditions hitch their dogs in single file. The fan hitch, where each dog has its own tow line tied directly to the sled, is used in treeless areas and over ice. A team of sled dogs may range in size from three individual animals to two dozen animals.

Dog sledding is experiencing a growth in popularity, for both day-use and for expeditions, especially to the south of Quetico in the Boundary Waters Canoe Area Wilderness (BWCAW). This is usually a commercial activity, as most people use outfitter services for dog sled trips. Small scale non-commercial dog sledding undertaken by individuals (i.e. 1-2 dogs pulling a small sled for day-use or back-country camping) and skijoring (skiing while pulled by a dog) will continue to be permitted under the new policy for Quetico.

Parts of the trail network of hiking and day-use cross-country ski trails and the associated infrastructure such as semi-permanent tents (canvas prospector-style tents with a woodstove which require a wooden platform base), could be used for commercial dog sledding activities. Alternatively, commercial dog sledding could be permitted throughout Quetico Park wilderness zones using lakes and portages. Dog sled racing will not be permitted in any option.

Management direction is required to determine if commercial dog sledding is an appropriate activity for Quetico.

Known and potential impacts and benefits associated with commercial dogsledding:

- Additional opportunities for winter recreation **+M**
- Economic benefit to local outfitters in winter **+L**
- Economic benefit to local businesses in winter **+L**
- Increased park revenue **+L**
- Increased risk of disease transmission, including parvovirus, from domestic animals (sled dogs) to wildlife (wolves) **-L**
- Litter/garbage **-L**
- Impact to wildlife (feeding, improper storage of food and/or improper waste disposal, food scraps/fish guts, dog food, creating nuisance situations) **-L**
- Impacts to vegetation for firewood to fuel winter fires (tree cutting, residual stumps, cutting boughs for dog bedding, bushwhacking new travel routes to avoid open water or difficult terrain) **-M**
- Conflicts with other users (use of summer sites and loss of standing deadwood, concentrations of dog/human waste on sites, trail conflicts with skiers) **-L**
- Disturbance of wildlife (presence of humans, sled dogs barking, maximum party size of nine might require two or three teams of eight or more dogs) **-M**
- Fecal contamination of water bodies from animal waste left on frozen lakes and around campsites **-M**
- Potential public safety/liability issues re travelling on ice, extreme winter weather and lack of park staff to provide assistance/rescue etc **-M**
- Long term cumulative impacts once (if) activity became well established **-M**
- Establishment of commercial winter uses of park interior does not allow the park as much of a "rest" between operating seasons i.e. as a refuge for wildlife, also may detract from this role with spatial dispersal of travel i.e. less area of park without presence of humans **-M**

OPTION 1: Commercially outfitted dog sledding will not be permitted anywhere in the park. No private large dog team (i.e. more than 2 dogs) will be permitted in the park.

OPTION 2: Commercially outfitted dog sledding will be permitted in the French Lake access zone only ***after*** a five-year trial period to assess the impacts to the park's resource base and benefits to the local economy. **

OPTION 3: Commercially outfitted dog sledding may be permitted in the French Lake access and adjacent threshold wilderness zone ***after*** a five-year trial period to assess the impacts to the park's resource base and benefits to the local economy.** If permitted, a quota for this activity would be implemented. This is the preferred option.

**Dog sled owners/operators/mushers would be required to dispose of dog feces at least 60m from any water source while at campsites and would be required to provide proof of annual vaccination, including vaccination for parvovirus.

TOPIC 8. Designated travel routes and campsites

As a wilderness park, Quetico has significant value as a relatively undisturbed example of the province's natural heritage. Quetico is large enough to support and retain a diversity of plant and animal species, including wildlife species which require large ranges to survive. Its preservation is important to the perpetuation and natural evolution of plant and animal species and ecosystems in Ontario, and it is also valuable for recreation, education and research. The maintenance of Quetico's ecological integrity is the first priority for park managers. Environmental protection is of paramount importance and visitor activity is confined to low-impact forms of recreation and managed to minimize impacts to wildlife, aquatic species and vegetation communities. It is important to balance the park's functions as a wild refuge for plants and animals with its role as an exceptional wilderness recreational resource.

Visitors to Quetico presently may travel anywhere within the park, with the exception of areas closed for public safety such as during Restricted Fire Zones (RFZ). Damage to trees and vegetation is prohibited. By travelling into parts of the park that are not on recognized travel routes, visitors may be unintentionally disturbing wildlife, significant life science values, or cultural sites. As well, during emergencies such as forest fires or large scale storm events, park staff need to be able to locate and evacuate interior campers. Visitors not on recognized routes may be inadvertently overlooked. To reduce the chance of this, Quetico is considering that visitors be required to stay on the recognizable travel routes identified by existing park-maintained portages and trails. As well, camp sites in Quetico are not designated by signage, but are, at this time, indicated by the presence of a primitive stone fireplace. Requiring visitors to camp on designated sites would reduce the unnecessary creation of new sites in undisturbed or sensitive areas.

A multi-year inventory of Quetico's 2000+ campsites, in partnership with the Mink Lake Ontario Rangers, has been recording the location and condition of these sites. Once completed, this inventory will be used to establish a campsite spacing standard, and to identify campsites in need of closure or rehabilitation. The campsite inventory and visitor distribution model will be also be used to identify where designated campsites are located on the next iteration of the Quetico Park canoeing map. When this map is produced it would facilitate visitor identification of designated campsites as well as monitoring and compliance enforcement of the use of designated campsites by park staff.

Supporting the ecological integrity (EI) of Quetico Park may be achieved through active management of recreation activities through policy and regulations, as well as entry quotas among other strategies. The traditional Quetico wilderness experience has always included self-directed travel and freedom of choice for campsite selection. Park managers attempt to balance the impacts of recreation with the freedom inherent in canoeing in Quetico and are seeking a sense of how park users feel about limiting these choices to maintain or enhance ecological integrity.

Management direction is required in order to guide changes to the visitor regulation program respecting traveling on designated routes and camping on designated campsites. Considerations include visitor choice to select locations, impacts of uncontrolled camping and hiking, and ability to locate visitors in emergency situations.

Current Quetico Park Policy (1995)

9.2 Campsites - The ongoing inventory and evaluation of existing and potential campsites will be continued to derive a figure for the total campsite potential of Quetico. This estimate of total campsite potential will not be based solely on physical criteria but also the tolerance of users to contact with other user groups. Thus, an additional component of this carrying capacity project is the development of a campsite spacing standard. This

standard will be a flexible one and will be based on the assumption that sight and sound contact between adjacent campsites is undesirable. Furthermore, criteria for campsite location will avoid development adjacent to portages, fragile features or features of special interest which are specifically identified in natural heritage education literature. In order to satisfy this requirement some existing campsites may have to be closed. In addition, closure of sites that are outside of the designated travel routes may be required for health and safety reasons in order to facilitate expedient evacuation of Quetico's interior in case of emergency.

Ultimately, all campsites will be designated. Initially, their designation will be accomplished in natural heritage education literature and at individual sites in areas of relatively high user concentrations (e.g. in areas adjacent to access zones or along travel corridors). On-site designation will be accomplished primarily through the provision of primitive stone fire-places. Docking facilities will not be provided. Permitted campsite maintenance includes surface treatment and the discreet transplanting of local native plant species for site stabilization or rehabilitation.

OPTION 1: No changes to travel or campsites will be made. Although encouraged to use sites designated by the presence of a primitive stone fireplace, interior visitors may continue to camp in any suitable area/site, in consideration of the prohibition on damage to trees and vegetation. Visitors may continue to travel anywhere in the park that is not closed to travel, (in other words go anywhere and camp anywhere). This is the status quo option.

OPTION 2: Interior visitors must camp on a designated campsite, identified by the presence of a primitive stone fireplace and eventually by the site's inclusion of the Quetico Park canoeing map. Quetico Park is not considering the use of signage to designate sites.

OPTION 2A: Visitors may continue to travel anywhere in the park that is not closed to travel, (in other words camp on a designated site but day trip only off of established travel routes). This is the preferred option.

OPTION 2B: Visitors may only travel and camp on established travel routes, identified by existing park-maintained portages and trails and campsites designated as described above (in other words camp only on designated sites and travel only on established travel routes.

TOPIC 9. Pickerel Lake Dam

Quetico retains a concrete dam on Pickerel Lake, which is a relic of the logging era in Quetico. The initial purpose was to control water levels on Pickerel Lake and on French Lake to enable the transport of logs across the park to Lac La Croix and eventually to Fort Frances. Today, it serves to maintain water levels on Pickerel and French Lakes and to maintain the quality of French Lake beaches. This represents an exception to the dam policy for the park which generally directs that dams will be allowed to deteriorate and water levels return to pre-dam levels.

The Pickerel Lake dam is deteriorating, and only a few stop logs remain. Removal of the remaining stop logs or removal of the entire dam could result in water dropping to natural (pre-dam) levels on Pickerel, French, Rawn, and Batchewaung Lakes, potentially decreasing the ease of navigation between Pickerel and French Lakes, and between Batchewaung Bay and Pickerel Narrows, as well as impacting the size and aesthetics of the beaches at the day-use areas at the Dawson Trail campground. In autumn 2006, one of the remaining stop logs failed and the water levels of French and Pickerel Lakes have decreased by approximately 0.3 metre (1 foot) since then.

There is a need to review current management direction to determine appropriate policy for maintaining the Pickerel Lake dam.

Current Quetico Park Policy (1995)

7.2 Water - Water levels within Quetico will not be controlled by dams located in the park. Existing dams will be removed or allowed to deteriorate. Most are simple, log or earth-filled structures constructed during the Dawson Route or logging eras. Often these structures, by not significantly controlling water levels, no longer fulfill a useful purpose. *However, major dams presently control water levels on Tanner Lake, Pickerel Lake and Basswood Lake:*

- *The log dam on Tanner Lake will not be maintained.*
- *The concrete dam on Pickerel Lake will represent an exception to this policy in Quetico. It will be operated to maintain the quality of French Lake beaches. Should extensive repair or replacement of the existing structure be required, the creation of a spillway or weir type dam will be considered.*
- *At Prairie Portage, a third major dam straddles the Canadian-US border between the Inlet Bay on Basswood Lake and Sucker Lake. This dam is maintained by American authorities. (Current QPP Policy)*

Known and potential impacts and benefits associated with <u>retaining</u> the Pickerel Lake dam:

- Maintains day-use beaches at Dawson Trail campground for beach play and swimming including the use of the swimming rocks at the main day-use site. **+L**
- Retention of ease of navigation between French Lake and Pickerel Lake and Batchewaung Lake and Pickerel Narrows. **+L**
- Restoration of historic (i.e. pre-Pickerel Lake dam) lake levels for French, Pickerel, Batchewaung and Rawn Lakes to simulate pre-logging, Dawson route water levels (circa 1870s) **+L**
- Loss of French Lake as an entry/staging area to Pickerel Lake **-L**
- Loss of ease of navigation between French Lake and Pickerel Lake and Batchewaung Lake and Pickerel Narrows. **-L**
- Possible loss of day-use beaches at Dawson Trail campground for beach play and swimming including the use of the swimming rocks at the main day - use site.**-L**
- Possible impacts to the spawning habitat at Rawn Narrows **Unk**

Option 1: Quetico staff will continue to work with the Northwest Region MNR to monitor the condition of the Pickerel Lake dam and to undertake remedial actions (such as repair or stoplog replacement) to prevent dam failure and to maintain the present water levels. Subject to available resources should extensive repair or replacement of the existing structure be required, the creation of a spillway or weir type dam will be considered. <u>This is the status quo option.</u>

Option 2: Quetico Provincial Park will continue to work with the Northwest Region MNR to monitor the condition of the Pickerel Lake dam. Though the actual impacts of the dam's deterioration are somewhat speculative, we should be able to safely predict the outcome of the lake system's eventual return to historic levels. Currently, a study is being undertaken that will provide a more precise idea as to the effects on the lake that a change in water levels will have. As water levels drop, implications for day-use beaches and ease of canoe travel will be assessed; if necessary remedial restoration will be done to maintain/restore a minimum water level, subject to available resources. <u>This is the preferred option</u>.

Additional Management Topics to be addressed in the Preliminary Park Management Plan

This section identifies some additional topics that will have management policies presented for public review in the preliminary park management plan, the next stage of this park management planning process. These topics are only touched on briefly in this document. If there are other topics that have not been presented here that you feel are of concern, we would encourage you to identify and submit these in writing.

Resource Management

Maintenance of Ecological Integrity

In order to maintain Quetico's ecological integrity, the park will be managed as a dynamic ecosystem. Managing as a dynamic system will allow natural process and rates of change to occur, such as allowing forest fire and periodic endemic (native) insect infestations to occur. The goal will be to maintain ecosystem processes and the associated structure and composition of native species and biological communities. This management strategy is taken from Quetico's 1997 fire management strategy.

In the past, Ontario's provincial parks have been managed as both static and dynamic, depending on the issue. Static management treats an ecosystem as if change within that system is undesirable and is something to be resisted. An example of static management in Quetico would be the tall pines project, or fire objectives based on historical fire cycle. Dynamic management allows for the adaptation to changing conditions, such as the effects of climate change on ecological systems, including fire. . By using a consistent, dynamic approach, Quetico will be able to naturally adapt to pressures such as climate change, as it has continually done for thousands of years, and will also conform to wilderness class parks objectives "*...where the forces of nature can exist freely...*" (*Provincial Parks and Conservation Reserves Act*). Climate change challenges our notions of what a dynamic ecosystem should look like, and this means that processes such as range expansion of more southern species into Quetico will be permitted. This does not mean that active management and/or intervention will not be needed. Threats to ecological integrity such as invasive species will still be controlled if necessary and feasible.

Research and Monitoring

With a new scientific research and monitoring objective in the new *Provincial Parks and Conservation Reserves Act*, research and monitoring in Quetico Provincial Park has become even more important. Quetico's new research goal according to the Quetico Research Strategy 2007-2011 will be "to promote and conduct research that will contribute to the maintenance of the ecological integrity of Quetico Provincial Park and the surrounding managed landscape and allow for informed decision making based on the best available science".

Research will focus on collecting baseline information on the state of Quetico's resources in order to allow the park to serve as an ecological benchmark to:

- enable the sharing of information for use by Ontario Parks and other decision makers;
- provide information to support adaptive management of Quetico by park managers;
- support research at multiple scales;
- support climate change research in different disciplines to understand how Quetico can adapt to impacts of climate change.

Ecosystem Approach

The role of Quetico Provincial Park in the larger landscape and in resource management planning (in areas adjacent to the park) has been raised as a topic. Ontario Parks is committed to an ecosystem

approach during park planning and management. The regulated Quetico Park boundary is an administrative boundary, and as such will not be viewed as an ecological barrier between the park and the surrounding landscape. This approach will ensure that park planning and management will consider the relationship between the park and the surrounding environment. Park managers will consider potential impacts on park values and features from activities occurring on adjacent lands, and potential impacts from park activities on land uses in adjacent areas, keeping in mind that the management plan will apply only to Quetico Provincial Park.

Ontario Parks will provide support, in the form of information to park visitors and participation by staff in local and regional initiatives, to assist in the co-ordination of recreation opportunities that are compatible with park values. Ontario Parks will seek to maintain a supportive working relationship/dialogue with individuals, groups and agencies that share the larger landscape including Sustainable Forest License (SFL) holders, mining interests, waterpower developers, and resource-based tourism operators.

Zoning

Delineating the French Lake Access Zone

The boundaries and size of the French Lake access zone, which contains the Dawson Trail campground, park administration and maintenance infrastructure and serves as the staging area for the Pickerel Lake entry point, were never formally defined. Initially in 1977, the French Lake access zone was described in text and portrayed in maps to include only the Dawson Trail campground. In subsequent policy updates (1982, 1989, and 1995) the French Lake access zone was shown graphically to include the campground as well as the area around French Lake. The maps in these policy updates have provided different versions of the size and configuration of the French Lake access zone while describing in the text the combined size of all (originally six, then five, now four) of the access zones in the park as a total of 250 hectares, adding to this ambiguity. The remainder of the park is currently zoned wilderness. The French Lake access zone will be delineated as the footprint of the Dawson Trail campground which occupies approximately 230 hectares of the 250 hectares cited since 1977; the balance of this will be adjusted to delineate the areas associated with the remaining entry station access zones (Cache Bay, Prairie Portage, Beaverhouse, and the former Lac La Croix entry station). A small area where the Camp 111 Road meets and crosses Highway 11 will also be included in the French Lake access zone in order to accommodate development of a parking lot for the Paul Kane site.

New Nature Reserve and Historical Zones

New zoning will be considered in the preliminary park management plan. Designation of nature reserve zones will be considered to protect the most sensitive earth and life science features that require management distinct from adjacent areas. Designation of historical zones will be considered to protect the most important cultural features that require management distinct from adjacent areas. Designation of nature reserve or historic zones would improve protection of specific values by limiting/prohibiting some visitor travel/activity, such as camping in these zones.

Access

Flight Ceilings

Although the objective of wilderness class parks discourages mechanized travel, some such travel is permitted within the park to support tourism and some recreational activities. Aircraft also fly over the park in all directions to destinations outside the park. The issue of regulations on airspace or aircraft flights over the park continues to be raised on a frequent basis by park users. Quetico Provincial Park will continue to work towards establishing a minimum flight ceiling for flights over the park. This issue

cannot be pursued through the park management planning process, but may be pursued through federal regulation. The Boundary Waters Canoe Area has had designated flight ceilings since 1949.

It is also noted that in the Transport Canada Aeronautical Information Manual (TC-AIM, TP 14371), under section 1.14.5 of the Rules of the Air and Air Traffic Services (RAC) portion it states, "To preserve the natural environment of parks, reserves and refuges and to minimize the disturbance to the natural habitat, overflights should not be conducted below 2,000 feet above ground level (AGL)."

Infrastructure

Old Logging Dams

Quetico contains a number of remnant logging dams, comprised of cobbles and logs, and log sluiceways from the forest harvesting and/or the Dawson Route eras. In accordance with park policy, these structures have been permitted to deteriorate naturally, and have largely broken up resulting in the gradual lowering of water levels on Tanner and other lakes to near-natural levels. This has resulted in longer portages in some areas, unauthorized relocation of some portage put-ins (creation of portage off-shoot trails), and navigation difficulties for motor boats operated by members of the Lac La Croix Guides Association on motorized guiding lakes in wilderness zone 2 (W2). These dams and structures will not be maintained or reconstructed.

Resource Use

Phase-out of Mechanized Guiding

Quetico Provincial Park continues to support the Lac La Croix First Nation in the objective of phasing out power boat and aircraft use for guiding by the Lac La Croix Guides Association within the motorized guiding zone W2, as set out in the *Agreement of Co-existence* (1994).

Cultural Resources Management

Archaeological/Cultural Resources

The issue of how archaeological/cultural resources are dealt with in Quetico has been raised. The focus of cultural/heritage representation in Ontario Parks is the protection of significant landscape-related cultural resources. Quetico contains many archaeological sites. Cultural resources will be managed for their protection, and to provide opportunities for heritage appreciation and research where these activities do not impair the resource.

Ontario Parks will continue to work with the Ministry of Culture and with Aboriginal communities to inventory, protect, and maintain archaeological and historic sites within Quetico Provincial Park. Protection and management of cultural heritage resources will be undertaken consistent with *A Technical Guideline for Cultural Heritage Resources for Projects Planned Under* the *Class Environmental Assessment for Provincial Parks and Conservation Reserves (MNR 2005).*

Recreation Management

Human waste disposal policies

The issue of appropriate policies to deal with human waste management continues to be raised on a frequent basis by park users. Quetico Provincial Park will continue to promote minimum impact camping through education, through the annual Wilderness Guide, the Certified Outfitter Program, and the Natural Heritage Education Program.

Damage to vegetation (Use of axes, hatchets)
The issue of the use of axes and hatchets damaging park vegetation and resources has been raised. Quetico Provincial Park will continue to promote minimum impact camping through education: through the annual Wilderness Guide, the Certified Outfitter Program, and the Natural Heritage Education Program. Charges may be laid under PPCRA O. Reg. 347/07, s. 2 (2) as the need arises.

Appropriate Island Size for Camping
The issue of appropriate island size for camping, with regard to the proper disposal of human and food waste, and the availability of downed woody debris for firewood has been raised. Quetico Provincial Park will continue to promote minimum impact camping through education, through the annual Wilderness Guide, the Certified Outfitter Program, and the Natural Heritage Education Program. Camping on small islands will be discouraged and inappropriate sites will be closed to camping.

Travel Party size
As per O. Reg. 347/07, s. 17 (2), which limits the size of a camping party occupying an interior campsite to a maximum of nine persons (unless the party consists of a single family of parents and their children), The preliminary management plan will propose to limit travel party size to this same maximum in order to mitigate the impacts of large travel parties on portages and, campsites and the aesthetic of travel in the park's interior.

APPENDIX I BACKGROUND TO THE RECREATION CORRIDOR AND ATIKOKAN-QUETICO RECOMMENDATIONS

In early 2004 the Atikokan Economic Development Corporation (AEDC) and the former canoe heritage committee turned their attention from establishing a canoe museum in Atikokan to developing and promoting recreational opportunities in the Atikokan area. Work began on a master plan to develop a recreation corridor concept along the Highway 11 and 622 corridors, to be marketed as an outdoor tourism destination.

During the summer of 2004, an ad-hoc committee on Quetico Park was formed by the mayor to look at issues regarding Quetico Park and its impact on Atikokan. Members of the group included local residents and outfitters, and representatives from local business organizations and the Township Council. In August 2004, a discussion paper to be presented to the Minister of Natural Resources was developed. Included in it were calls for the extension of Hwy 11B to link Atikokan with a new Park entry station at Batchewaung Lake, resort development on Batchewaung Lake, working towards eliminating all access to the park from the south (except for fly-in drop-off points), and requiring non-residents to book their trip through outfitters with an Ontario location. Council refused to endorse the paper, and held a number of discussions and public meetings to resolve the issues in order to present a unified position the Minister. Many of the ideas for the recreation corridor concept were discussed during these meetings, and were included in Council's recommendation to the Minister of Natural Resources.

On October 4th, 2004 the Atikokan Township Council asked the then Minister of Natural Resources, The Honourable David Ramsay, to consider eleven recommendations. These recommendations suggested ways in which Atikokan could derive greater economic benefit from Quetico Park. The Minister responded by setting up a task force to review the original Township recommendations and to assess ways Atikokan could better benefit from the park, headed by park superintendent Robin Reilly. The Minister appointed several local residents to this committee, including local outfitters and business owners, MNR staff, and representatives from local business organizations.

The Review Team was charged by the minister in collaboration with the Atikokan Township Council to conduct a review of the recommendations. The Team responded with suggestions that they felt would benefit Atikokan and would be beneficial or at least not unduly compromise the spirit and intent of Quetico Provincial Park (see Appendix II). The recommendations of the Review Team included those to make the town and park more inter-connected along the whole north side of the park, enhance the park user's experience, encourage potential park users to come to the Atikokan area, and expand park-related employment. As a result of the recommendations made by the Atikokan-Quetico Review Team, the Minister committed to a management plan review, as the Minister stated that some of the recommendations would require broad public discussion.

The final report of the recreation corridor was released in December 2004, prepared by the Werner Schwar Landscape Architect firm, called the Northwoods Adventure Country Management Plan *(see Schwar, 2004 for more information, available online under* Quick Links-Master Plan for Recreation Corridor *at* www.atikokaninfo.com). It included considerations on how to develop a unique image for the region (Northwoods Adventure Country) that could be marketed, how to improve the recreational infrastructure, and how these could be managed. Schwar identified three recreational infrastructure priorities: developing a multi-use trail from downtown Atikokan to the tourist booth, upgrading the ski trails so they could serve as summer/fall hiking trails, and developing bike trails southwest of the Steep Rock mine site. The report also included proposals for developing a recreational corridor between Hwy 11 and the park boundary. This included proposals for hiking, backpacking, mountain biking, cross-country skiing, and snowshoeing trails both inside and outside of Quetico Provincial Park, as well as a road to Batchewaung Lake with a picnic area, yurts, and other facilities.

The origins of many of the topics under consideration in this management plan review have been identified in the Atikokan-Quetico Recommendations and the recreation master plan.

APPENDIX II ATIKOKAN-QUETICO RECOMMENDATIONS, 2005:

Executive Summary---Key Ideas from the Recommendations

Access Issues

- Investigate, plan and develop park access and recreation amenities along a scenic road corridor from the Highway 11b junction to the shore of Batchewaung Lake.
  This is the primary Access Issue and the most important overall recommendation.
- Improve parking, information and washroom amenities at Beaverhouse access.
- Rehabilitate access points at Nym and Lerome Lake.
- Maintain Stanton Bay Road access to a minimum service standard.
- Seek federally legislated aircraft minimum flight ceilings and paths.
- Review all air access policies in the Management Plan Review.
- Allow discretionary air access to Mack Lake during low water periods.
- Undertake a pilot project air access to Basswood Lake/Cabin 16 area.
- Explore low cost access options at Tilly Lake and Clay Lake.

Planning Issues

- Support Township Council in the implementation of the Recreation Corridor Plan which seeks to enhance tourism opportunities on Crown Land without expanding the park boundary.
  This is the primary Planning Issue.
- Accelerate plan for Turtle River-White Otter Lake Provincial Park and Atikokan's role as an operations centre.
- Plan and Implement Improvements to Highway 11 B Junction.
- Maintain and even raise fees further on parks southern entry points.
- Invite Atikokan-Quetico Recommendation Review to continue to assist Council on an as requested basis.

Marketing Issues

- MNR, Tourism & Recreation and Atikokan to cooperate on tourism marketing initiatives.
  This is the primary Marketing Issue.
- Encourage links between Quetico and Atikokan in media.
- Continue with progress to improve reservation system.
- Continue progress on an Outfitter Certification Program.

Program Issues

- Update socio-economic impact information to provide a modern baseline and measure impacts of policy and program actions and alternatives. This is the primary Program issue.
- Establish an ecological monitoring and research program in the Atikokan/Quetico area.
- Establish an interior ranger training centre in Atikokan/ Quetico area.

Filled Entry Quota by Year and Entry Point, 2002-2007

of ota	% of quota	% of quota	% of quota	% of quota	% of quota	AVG	AVG	AVG
02	2003	2004	2005	2006	2007	(past 3 yrs)	(past 5 yrs)	(past 6 yrs)
8	16	11	12	10	9	10	11	13
7	59	53	52	54	46	50	53	55
2	52	52	47	45	46	46	49	49
7	30	28	27	23	20	23	25	27
1	16	22	15	14	10	13	15	16
3	44	38	37	39	29	35	37	38
0	67	65	60	55	47	54	59	59
8	15	14	12	12	10	11	13	14
7	53	59	45	43	38	42	48	49
8	70	67	61	61	55	59	63	65
3	48	56	54	48	39	47	49	51
8	74	68	56	60	50	55	61	63
2	71	75	66	67	63	65	68	69
0	76	75	61	64	61	62	68	68
				2	2	2	2	2
7	78	76	71	69	61	67	71	72
9	82	76	81	77	70	76	77	77
2	36	26	17	15	15	16	22	23
7	57	48	37	32	36	35	42	43
9	49	49	56	58	50	55	52	52
1	63	54	55	57	45	52	55	54
5	2	7	4	4	1	3	4	4

APPENDIX IV Ontario Parks Planning and Management Policies Activities and Facilities – Wilderness Parks**

Activities and Facilities Wilderness Parks	Zones			
	WI	NR	HI	A
All Terrain Vehicle (ATV) Travel				M
Aircraft Landing - (water) - commercial tourism	M			M
- private				M
Boating (powered) - commercial tourism	M			M
- private				
Campgrounds - car				Y
- boat-in/walk-in				M
- group				M
- back-country	Y			
Canoeing/kayaking	Y	M	M	Y
Demonstration Areas (e.g. logging exhibits, etc.)				
Hiking	Y	M	M	Y
Historical Appreciation - self-guided	M	M	M	M
Horseback Riding - trail				
Mountain biking - designated trails	M			M
Nature Appreciation - self-guided	M	M	M	M
Orienteering	M			M
Outfitting Services				M
Outpost Camp (commercial)	M			M
Painting/Photography	Y	M	M	Y
Picnic Grounds				M
Resorts/Lodges				M
Restaurants - food and beverage				M
Rock Climbing	M			M
Sailing and Sail boarding	M	M	M	M
Scuba and Skin Diving	M	M	M	M
Skiing (cross-country)/Snowshoeing	Y	M	M	Y
Snowmobiling				M
Spelunking (cave exploration)	M			
Sport Hunting				
Sport Fishing	Y	Y	Y	Y
Swimming - facility-based				

WI -Wilderness Zone
NR - Nature Reserve Zone
HI - Historical Zone
A - Access Zone

Y - normally permitted
M - may be encouraged in this zone in certain parks where deemed appropriate through planning
Blank - not compatible with this zone; if now existing, a non-conforming use to be phased out

** excerpted from *Ontario Provincial Parks; Planning and Management Policies 1992 Update* pp 50 and 51

APPENDIX V Legislative and Policy Background

Provincial Parks and Conservation Reserves Act direction:

CONTINUATION AND CREATION OF PROVINCIAL PARKS AND CONSERVATION RESERVES AND CLASSIFICATION OF PROVINCIAL PARKS

Classification of provincial parks

Objectives: wilderness class parks

8. (2) The objective of wilderness class parks is to protect large areas where the forces of nature can exist freely and visitors travel by non-mechanized means, except as may be permitted by regulation, while engaging in low-impact recreation to experience solitude, challenge and integration with nature. 2006, c. 12, s. 8 (2).

ADMINISTRATION AND LAND USE

Zoning in provincial parks and conservation reserves

12. (2) As part of the approval of a management direction, the Minister may define areas on maps or plans of provincial parks or conservation reserves as zones and may prescribe or approve policies that apply to the zones. 2006, c. 12, s. 12 (2).

Use and occupation of land

13. (1) Land in provincial parks and conservation reserves shall be used and occupied in accordance with this Act and the regulations. 2006, c. 12, s. 13 (1).

General

Roads, trails and portages

33. (1) The superintendent in charge of a provincial park ... may open or close to travel any road or trail in the provincial park that is not under the control of the Ministry of Transportation, or any portage in the provincial park or conservation reserve.

Prohibition against travel on closed road

(2) No person who has knowledge of the closing of a road, trail, or portage under subsection (1) shall travel on the road, portage, or trail.

ONTARIO REGULATION 347/07
PROVINCIAL PARKS: GENERAL PROVISIONS
PARK ENVIRONMENT

Damage to Crown land

2. (1) No person shall,

(a) remove, damage or deface any property of the Crown in a provincial park; or

(b) damage or deface any relic, artifact or natural object or damage or deface any site of archaeological or historical interest in a provincial park. O. Reg. 347/07, s. 2 (1).

Closure, evacuation

8. (1) An officer may close a provincial park or part of a park to the public, by the erection of signs or other suitable means, for the purpose of,

(a) preventing overcrowding of park facilities;

(b) controlling or managing a fire, flood or other emergency situation;

(c) protecting public safety;

(d) facilitating maintenance, construction or other work carried out by the Ministry or under the authority of the Ministry; or

(e) preserving or protecting the park environment or supporting the maintenance of ecological integrity. O. Reg. 347/07, s. 8 (1).

CAMPING IN PARK

Maximum number of nights

16. (1) No person shall camp on an interior camp-site or in an interior camping zone for more than the maximum number of nights specified on the provincial park permit. O. Reg. 347/07, s. 16 (1).

(2) No person shall camp on a campground camp-site or unserviced camp-site for more than 23 consecutive nights or on an interior camp-site for more than 16 consecutive nights unless,

(a) the camp-site is available;

(b) the superintendent authorizes its continued use on the grounds that no adverse effect to the natural environment will occur as a result; and
(c) a new provincial park permit is obtained. O. Reg. 347/07, s. 16 (2).
(3) Subsection (2) does not apply to a camp-site in a campground occupied pursuant to an agreement. O. Reg. 347/07, s. 16 (3).

ONTARIO REGULATION 346/07
MECHANIZED TRAVEL IN WILDERNESS PARKS

Definitions

1. In this Regulation,
"marine railway" means an apparatus for transporting boats using fixed tracks and wheels;
"mechanized travel" means travel using a vehicle, as defined in the Highway Traffic Act, a motorized snow vehicle, a boat, an aircraft or any other apparatus propelled by machine or by means of machinery;
"portage cart" means a wheeled apparatus used to facilitate transport of a canoe or other watercraft. O. Reg. 346/07, s. 1.

Mechanized travel in wilderness class parks

2. (1) Subject to this section, no person shall undertake mechanized travel in a wilderness class park. O. Reg. 346/07, s. 2 (1).

(2) A person who has undertaken mechanized travel in a wilderness class park prior to the coming into force of this Regulation may continue to do so after its coming into force pending the approval of a management direction applicable to the park. O. Reg. 346/07, s. 2 (2).

(3) A person may undertake mechanized travel in a wilderness park under subsections (4) to (10) if the person undertaking the mechanized travel complies with the conditions established by the superintendent for such travel in accordance with section 3. O. Reg. 346/07, s. 2 (3).

(4) A person may undertake mechanized travel in a wilderness park for the purpose of occupying land situated in the park that forms part of the park area if the person is entitled to occupy the land under a land use permit, licence of occupation or lease. O. Reg. 346/07, s. 2 (4).

(5) A person may undertake mechanized travel in a wilderness park for the purpose of obtaining access to land that the person is entitled to occupy because the person owns the land in fee simple or occupies it under a land use permit, licence of occupation or lease if,

(a) the land is situated inside the park, although it does not form part of the park, and the only practical means of obtaining access to the land is through the park; or

(b) the land is situated outside the park and the only practical means of obtaining access to the land is through the park. O. Reg. 346/07, s. 2 (5).

(6) A person may undertake mechanized travel in a wilderness class park for the purpose of exploiting a mining claim or mining tenure under the Mining Act, whether the claim or tenure relates to land inside or outside the park. O. Reg. 346/07, s. 2 (6).

(7) A person may undertake mechanized travel in a wilderness class park for the purpose of exploiting an existing aggregate pit authorized under the Aggregate Resources Act. O. Reg. 346/07, s. 2 (7).

(8) A person may undertake mechanized travel in a wilderness class park for the purpose of facilitating research carried out under a research permit issued by the superintendent. O. Reg. 346/07, s. 2 (8).

(9) A person may undertake mechanized travel in a wilderness class park for the purpose of the commercial harvesting of resources under a licence or agreement. O. Reg. 346/07, s. 2 (9).

(10) A person may undertake mechanized travel in a wilderness class park,

(a) in a zone designated for the purpose of mechanized travel in a management direction;

(b) in Killarney Provincial Park in accordance with the park management plan if the person is using portage carts or the marine railway;

(c) for the purpose of obtaining access to and using tourist camps,

(i) operated commercially by aboriginal communities, or

(ii) operated commercially in Polar Bear Provincial Park in accordance with the park management plan. O. Reg. 346/07, s. 2 (10).

Criteria to be considered

3. The superintendent of a wilderness park shall consider the following criteria when establishing the conditions that must be met by persons authorized to undertake mechanized travel in a wilderness class park under section 2:

1. Possible effects of such travel on the opportunity for wilderness travellers to experience solitude, challenge and integration with nature.
2. Potential harm or benefit to the natural environment or wildlife caused or produced by such travel or its potential to support or impede the maintenance of ecological integrity.
3. Protection of human safety.
4. Potential economic and social impacts of such travel. O. Reg. 346/07, s. 3.

Aircraft

4. No person shall land an aircraft in a wilderness class park named in Column 2 of Schedule 1 unless he or she does so in an area of the park named in Column 3 in accordance with the restrictions set out in Column 4 and has a valid aircraft landing authorization. O. Reg. 346/07, s. 4.

Power boats

5. No person shall operate a power boat in a wilderness class park named in Column 2 of Schedule 2 unless he or she does so in an area of the park named in Column 3 in accordance with the restrictions set out in Column 4. O. Reg. 346/07, s. 5.

SCHEDULE 1
PERMITTED AIRCRAFT LANDING

6.	Quetico	Beaverhouse Lake, Quetico Lake, Cirrus Lake, Wolsley Lake, Tanner Lake, Minn Lake, McAree Lake, Crooked Lake, Basswood Lake, Iron Lake, Badwater Lake, Poohbah Lake, Roland Lake, Middle Roland Lake, Omemee Lake, Cub Lake, Bearpelt Lake, Bottle Lake, Wicksteed Lake, Darkwater Lake	Lac La Croix First Nation fishing guides only
		Beaverhouse Lake, Cache Bay of Saganagons Lake, Mack Lake, Basswood Lake	Commercial outfitters only
		Wegwagum Bay of Lac la Croix	None

SCHEDULE 2
PERMITTED POWER BOAT USE

6.	Quetico	Beaverhouse Lake, Quetico Lake, Cirrus Lake, Wolsley Lake, Tanner Lake, Minn Lake, McAree Lake, Crooked Lake, Basswood Lake, Iron Lake, Badwater Lake, Poohbah Lake, Roland Lake, Middle Rolland Lake, Omemee Lake, Cub Lake, Bearpelt Lake, Bottle Lake, Wicksteed Lake, Darkwater Lake	If the boat is operated by fishing guides of the Lac La Croix First Nation before January 1, 2016 and the boat has an engine rating not exceeding 10 horsepower
		All	If the boat is operated by the holder of a trapper's licence issued under Ontario Regulation 667/98 (Trapping) made under the *Fish and Wildlife Conservation Act, 1997* for the purpose of trapping during the open season

Ontario Parks Planning and Management Policies, 1992 Update direction:

3.2 Park Management Policies - General

3.2.3 Development policies:

- All decisions regarding the type, extent, and location of facilities must be supported by research in the form of detailed resource inventories.
- All development will be carried out in accordance with approved site and development plans, utilizing approved standards and guidelines, and conforming with relevant federal, provincial, and municipal statutes.
- The design and materials used for all facilities constructed within provincial parks will, to the maximum extent possible, reflect the natural character of the individual parks. At the same time, facilities should incorporate designs and materials that combine low-maintenance, energy efficiency and durability wherever possible.
- All projects undertaken must be supported by one of the following:
    - Policies in the approved park management plan
    - Policy in a major or minor amendment to the plan
    - An approved Class Environmental Assessment

Access Zones

Development will be limited to roads; visitor control structures; basic day-use facilities; small car campgrounds; basic commercial services including outfitting for back-country users; and orientation, interpretive, educational, research and management facilities

Development Zones

Development may include roads; visitor control structures; day-use facilities; car campgrounds; basic commercial services including outfitting, food and beverage, and transportation; and orientation, interpretive, educational, research and management facilities. Day-use and car camping facilities will be developed at the optimum capacity of the land and water. (Note: Development zones are not used in wilderness class parks).

Wilderness Zones

Development will be limited to wilderness campsites, portages, trails, and signs necessary for route identification. Wilderness campsites will be limited to facilities such as designated fireplaces and primitive privies.

Permitted Activities and Facilities- Wilderness Class Parks (see Appendix IV for the complete list)

- Hiking, cross-country skiing, and snowshoeing are permitted in both access and wilderness zones.
- Mountain biking on designated trails may be permitted in access and wilderness zones in certain parks where deemed appropriate
- Horseback riding is not a permitted activity in wilderness or access zones
- Boat-in/walk-in campsites may be permitted in the access zone in certain parks where deemed appropriate

Park Management Policies - Wilderness

3.3.1 Environmental Management:

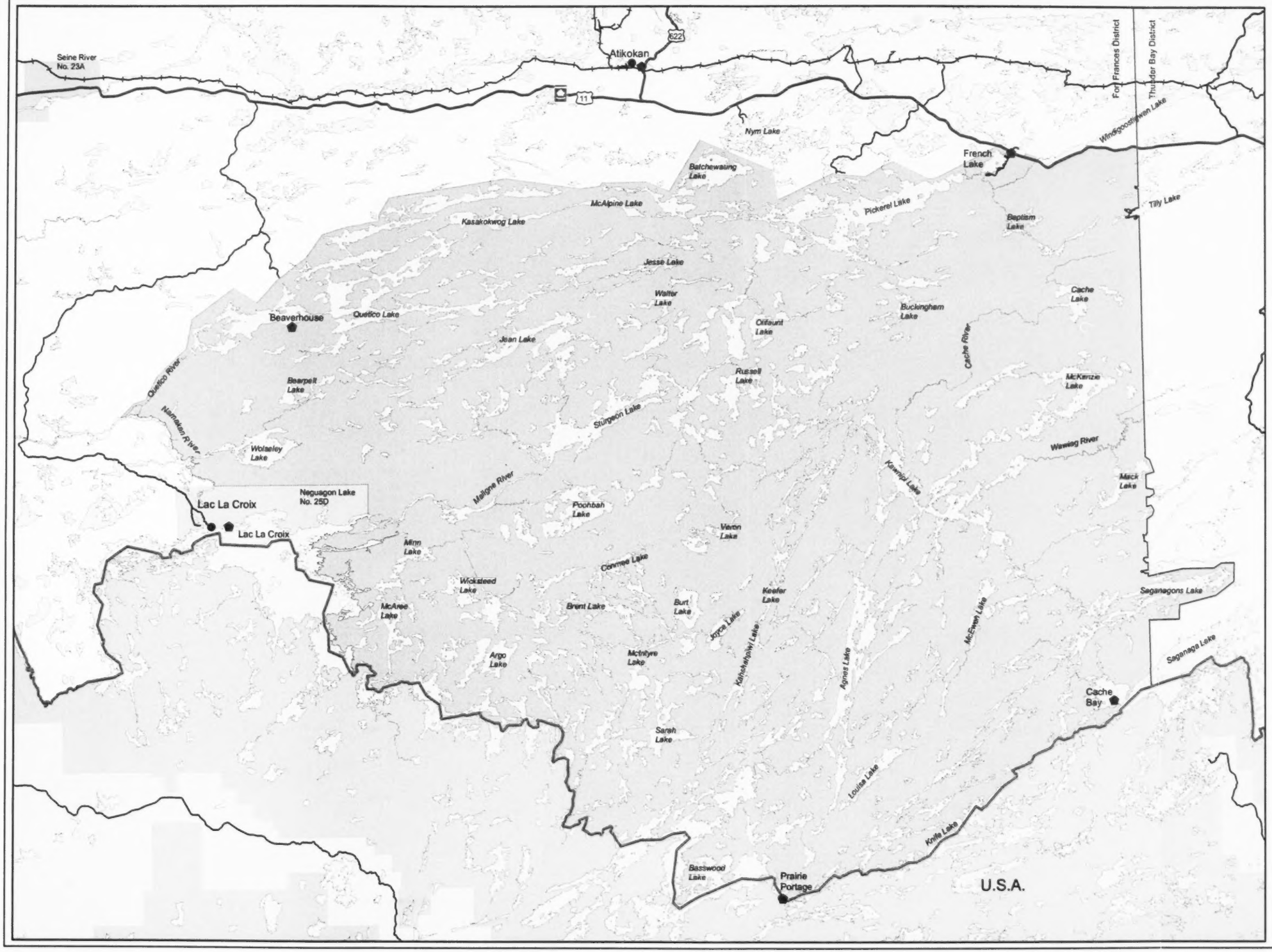
Lands and Waters

- Waters will not be controlled. No new water control structures may be built, and existing structures will be removed or allowed to deteriorate, unless they are essential for water control outside the park, or unless their removal would be more environmentally detrimental than their retention. All activities related to the stabilization, maintenance or removal of water control structures will be carried out in accordance with Approved Class EA guidelines.

3.3.2 Recreation Management:

- Private use of motorized vehicles, aircraft and watercraft will not be permitted, except for access purposes in access zones, removed by sight and sound form other zones. The use of motorized transportation by the Ministry of Natural resources will conform to these standards whenever possible.

FIGURE 2 - PLAN AREA



ONTARIO PARKS

Quetico

Legend

- Highways
- Primary Roads
- Canadian National Railway
- Entry Station
- Community
- International Boundary
- Rivers
- Lakes
- Quetico Provincial Park
- Boundary Waters Canoe Area Wilderness
- Superior National Forest
- First Nation Reserve

0 2 4 8 km

1:350,000

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Ontario

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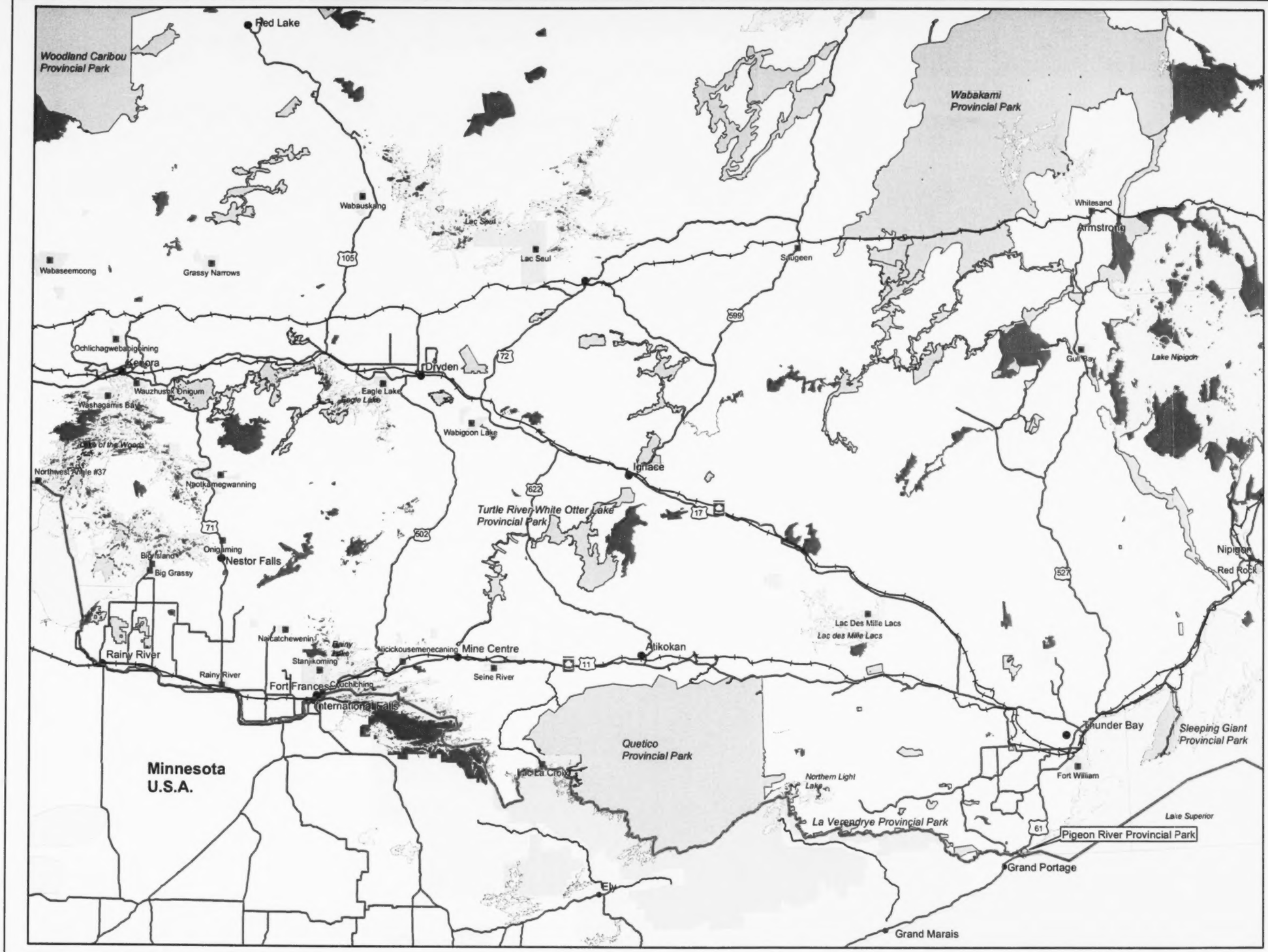
Base Derived from: NRVIS (Natural Resources Values Information System)
Minnesota data courtesy - MN DNR
Produced by: Ontario Parks

FIGURE 3 - REGIONAL CONTEXT



ONTARIO PARKS

Quetico

Legend

- Community
- First Nation Community
- First Nation Reserve
- Highways
- Primary Roads
- Railway
- International Boundary
- Rivers
- Major Lakes
- Ontario Provincial Parks
- Conservation Reserves
- Boundary Waters Canoe Area Wilderness
- Superior National Forest
- Voyageurs National Park

0 10 20 40 km

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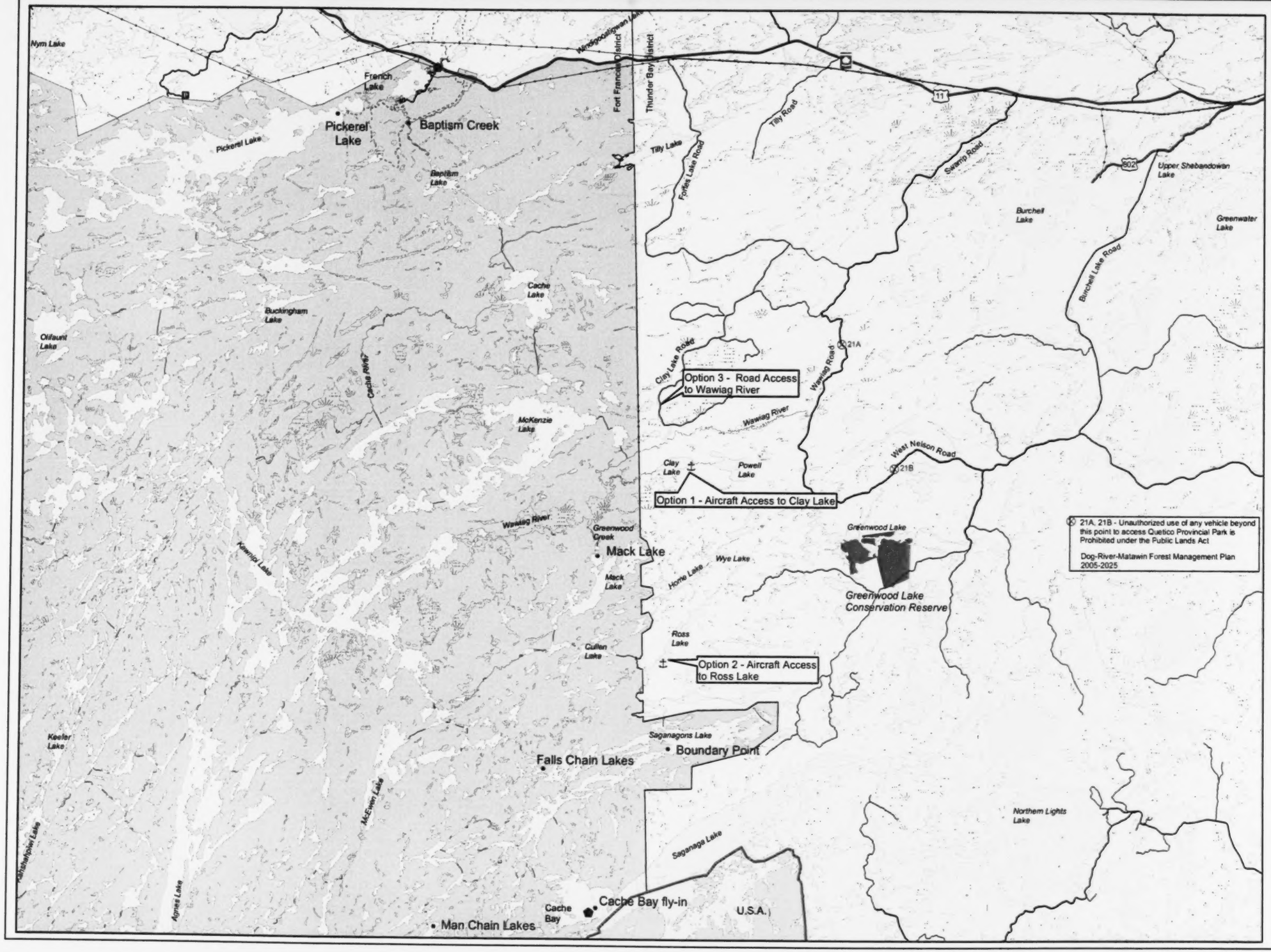
FIGURE 4 - EAST SIDE ACCESS



ONTARIO PARKS

Quetico

Legend

- Portages
- Ski /Hiking Trails
- Parking Area
- Entry Points
- Entry Station
- Highways
- Primary Roads
- Branch (Secondary) Roads
- Restricted Road Access
- Canadian National Railway
- Hydro Line
- International Boundary
- Rivers
- Lakes
- Wetlands
- Conservation Reserve
- Quetico Provincial Park
- Boundary Waters Canoe Area Wilderness

0 1.5 3 6 km

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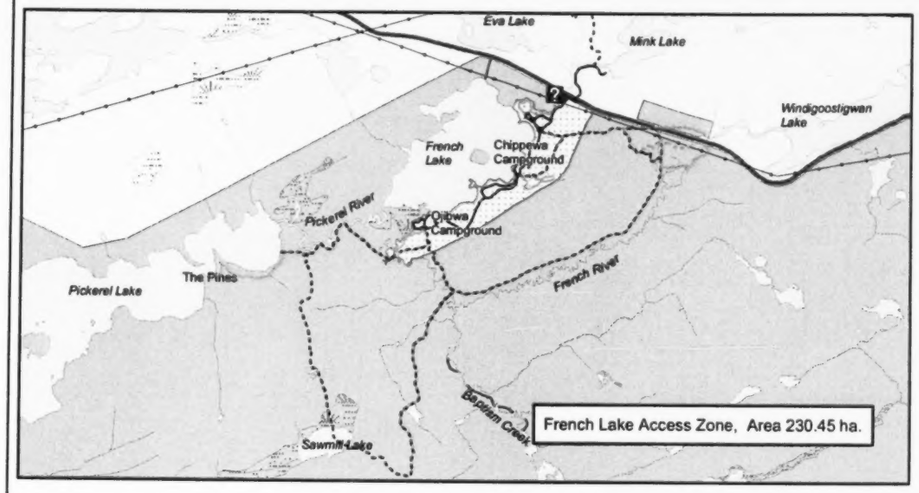
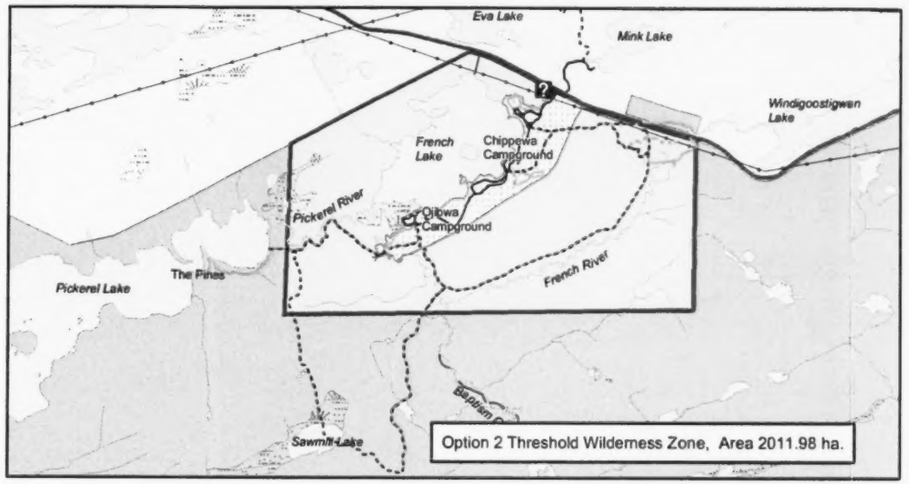
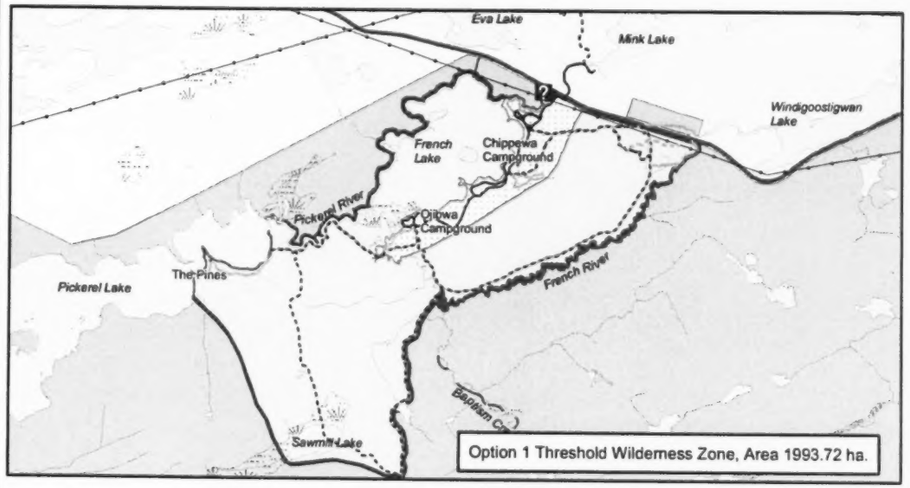
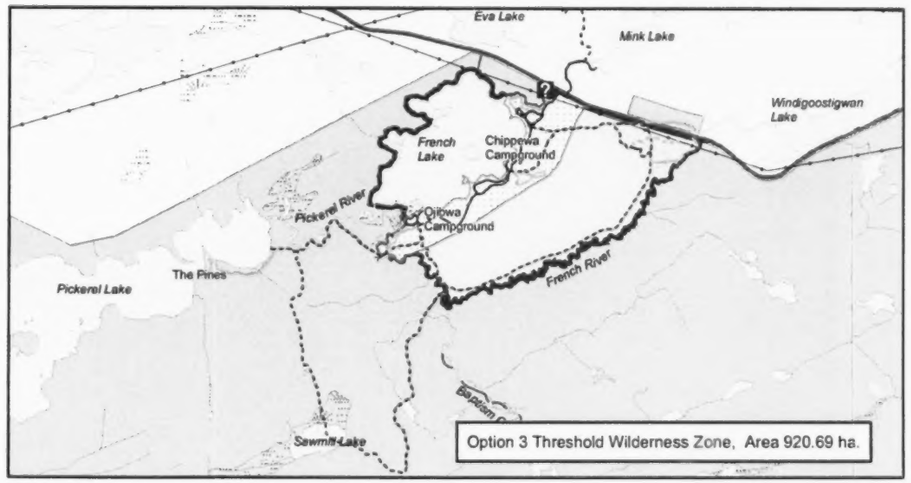
FIGURE 5 - THRESHOLD WILDERNESS ZONE BOUNDARIES









ONTARIO PARKS

Quetico

Legend

Threshold Wilderness Zone Options

- French Lake Access Zone
- Option 1
- Option 2
- Option 3

- Entry Station
- Heritage Information Pavilion and Library
- Portages
- Groomed Ski Trails
- Hiking Trails
- Trail in Development
- Hydro Line
- Highways
- Primary Roads
- Rivers
- Lakes
- Wetlands
- Quetico Provincial Park

0 0.5 1 2 km

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Ontario

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Minnesota data courtesy - MN DNR
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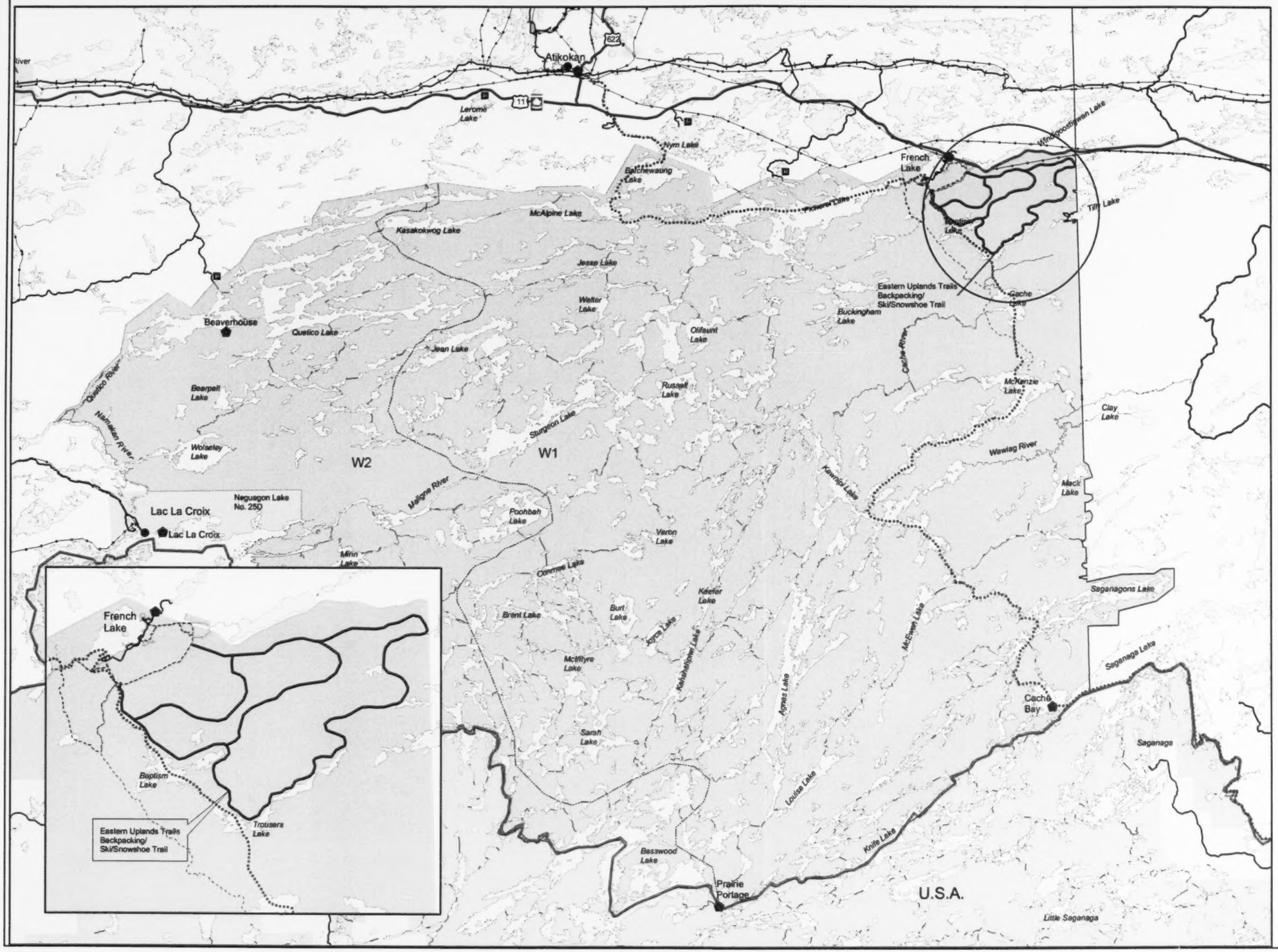
FIGURE 6 - TRAILS



ONTARIO PARKS

Quetico

Legend

Proposed Trails
(Northwoods Adventure Country Management Plan, 2004)
- Backpacking/Ski/Snowshoe Trail

- Trans Canada Trail
- Boundary Waters - Voyageur Waterway
- Portages
- Groomed Ski Trails
- Hiking Trails
- Trail in Development
- Trapline Trail
- Entry Station
- Parking Area
- Wilderness Zones
- International Boundary
- Highways
- Primary Roads
- Canadian National Railway
- Hydro Line
- Community

Lakes Rivers

Quetico Provincial Park

Boundary Waters Canoe Area Wilderness

Superior National Forest

First Nation Reserve

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0 1.5 3 6 km

1:350,000

Ontario

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This map is illustrative only. Do not rely on it as being a precise indicator of routes, locations of features, nor as a guide to navigation

Projection: UTM Zone 15
Datum: North American Datum 1983
Base Derived from: NRVIS (Natural Resources Values Information System)
Minnesota data courtesy - MN DNR
Produced by: Ontario Parks